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Massachusetts Profile of

Boston

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Boston

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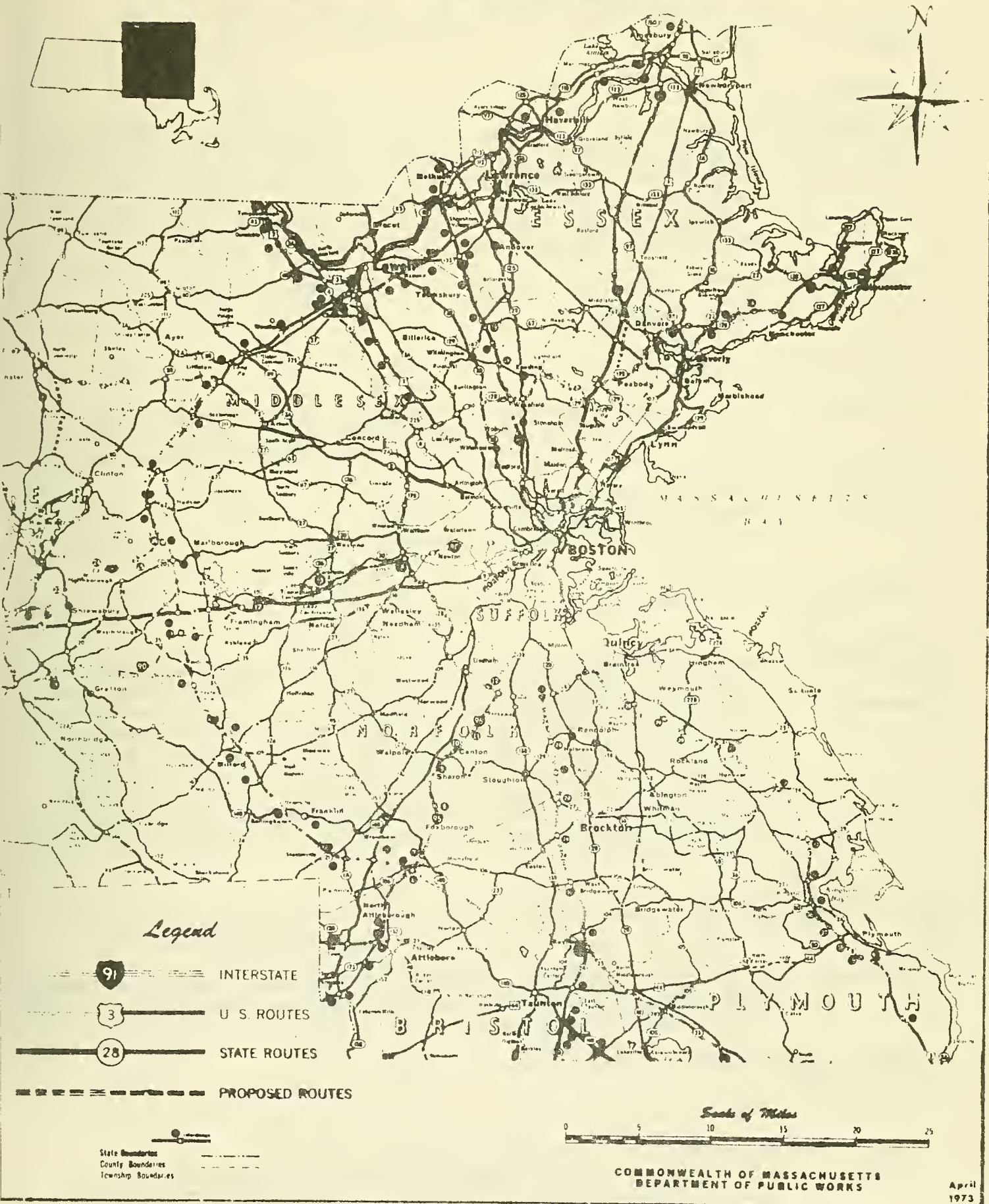
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I. GENERAL INFORMATION

- 3.

II POPULATION-U.S. CENSUS - 1970

Boston

A-1 During the decade 1960 to 1970, the population of Boston decreased by 56,126 or 8.0%. There was an excess of births over deaths of 45,736. During this same decade there was a net out-migration of 101,862.

B-1 NUMBER OF PEOPLE

Year	Number	Ratio to 1930	
		Boston	Met. Area
1920	748,060	95.8%	86.2%
1930	781,188	100.0	100.0
1940	770,816	98.7	101.9
1945	766,386	98.1	106.7
1950	801,444	102.6	111.2
1955	724,702	92.8	113.1
1960	697,197	89.2	119.5
1965	616,326	78.9	120.0
1970	641,071	82.1	126.8

B-2 AGE COMPOSITION

Age	Number	Percent of Total	
		Boston	Met. Area
Under 5	49,927	7.8%	7.9%
5 - 14	102,465	16.0	18.6
15 - 19	61,064	9.5	9.1
20 - 64	345,556	53.9	53.1
65 & over	81,759	12.8	11.3
Under 18	181,805	28.4	31.9
21 & over	410,375	64.0	62.5
Median Age		28.1	29.1

B-3 RACIAL DATA

	Number	Percent of Total	
		Boston	Met. Area
White	524,709	81.9%	94.5%
Negro	104,707	16.3	4.6
Other	11,655	1.8	0.9
Foreign Stock	237,089	37.0	35.4
Foreign Born	83,988	13.1	9.9

Of the 237,089 persons of foreign stock 21.8% were from Eire, 19.0% Italy, 15.3% Canada, 7.1% Russia and 5.4% United Kingdom.

B-4 EDUCATION (Persons 25 yrs old & over)

	Boston Met. Area	
Median No. of School years completed	12.1	12.4
Completing less than 5 grades	5.6%	3.6%
Completing High School	34.3%	36.8%
Completing College	5.1%	15.8%

B-5 OCCUPATION

Of the 478,365 persons 16 years old and over in Boston 278,607, or 58.2% were in the civilian labor force. Of these 54.4% were males and 45.6% were females.

B-6 POLITICS, PARTY AFFILIATION, 1972

Total Registered Voters	274,178
Registered Democrats	71.5%
Registered Republican	8.2%
Unenrolled Voters	20.3%

Group	No.	% of Total in	
		Boston	Met. Area
Prof., Tech. & Kindred	44,894	16.8%	20.0%
Mgrs., Off., & Prop.	15,141	5.7	9.0
Clerical, Etc.	71,655	26.9	22.9
Sales	15,073	5.6	7.7
Craftsmen, Foremen, etc.	27,157	10.2	11.6
Operatives	36,695	13.8	12.8
Pvt. Hshld workers	2,005	.8	0.7
Service wkrs.	42,683	16.0	11.9
Laborers	11,202	4.2	3.4

B-7 INCOMES OF FAMILIES

	Boston Met. Area	
Incomes under \$3,000	10.5%	6.1%
From \$3,000-\$5,999	17.4	10.8
From \$6,000-\$9,999	28.3	23.2
\$10,000-\$14,999	25.7	29.8
\$15,000 & over	18.1	30.1
Median Income	\$9,133	\$11,449
Per Capita Income	\$3,099	\$ 3,713

II POPULATION - STATE CENSUS, 1965

C-1 During the decade of 1955 to 1965, the population of Boston decreased by 108,376 or 15.0%. There was an estimated excess of births over deaths of 63,493. During this same period there was an estimated net out-migration of 171,869 persons.

C-2

AGE COMPOSITION

Age	Male	Female	Total	Percent of Total
Under 5	27,350	26,529	53,879	8.7%
5 - 14	49,622	47,571	97,193	15.8
15 - 19	21,366	21,037	42,403	6.9
20 - 64	159,713	179,459	339,172	55.0
65 & over	33,754	49,925	83,679	13.6

C-3

MALE AND FEMALE POPULATION BY WARDS

Wards	Male	Female	Total	Percent of Total
1	19,561	20,231	39,792	6.4%
2	8,046	8,335	16,381	2.7
3	11,348	8,413	20,761	3.4
4	9,512	10,543	20,055	3.3
5	9,663	13,052	22,715	3.7
6	10,523	11,135	21,658	3.5
7	11,779	13,251	25,030	4.1
8	8,016	9,223	17,239	2.8
9	7,430	7,711	15,141	2.5
10	10,443	12,854	23,297	3.8
11	10,361	11,817	22,178	3.6
12	9,823	11,831	21,654	3.5
13	14,104	14,748	28,852	4.7
14	21,741	25,010	46,751	7.6
15	10,890	11,824	22,714	3.7
16	13,777	15,455	29,232	4.7
17	14,061	16,047	30,108	4.9
18	28,428	29,130	57,558	9.3
19	13,606	15,661	29,267	4.7
20	21,242	23,723	45,065	7.3
21	13,461	18,217	31,678	5.1
22	13,900	15,310	29,210	4.7
Total	291,805	324,521	616,326	100.0

III HISTORICAL AND RECREATIONAL ATTRACTIONSHISTORICAL

Much of the history of our nation is bound up with Boston and so it would be impossible to list all of the historically important sites. The Freedom Trail, a marked route through the area of the original Boston, has many sites commemorating events of the past.

Additional data may be obtained from the Bostonian Society, Bunker Hill Monument Association, Charlestown Historical Society, Dorchester Historical Society, Hyde Park Historical Society, Massachusetts Historical Society, New England Historic Genealogical Society, Roxbury Historical Society, Society of the Preservation of New England Antiquities and West Roxbury Historic Society.

RECREATIONAL

In this category, also it would be impossible to mention all the recreational features of the city, but to mention a few:

BEACHES: (Salt) Carson, Castle Island, City Point, Constitution, M. Street, Malibu, Pleasure Bay, Savin Hill and Tenear.

GOLF: 18 hole Franklin Park and George Wright golf courses.

MUSEUMS: Children's, Fort Warren, Isabelle Stewart Gardner, Museum of Fine Arts and Museum of Science.

MUSIC: Hatch Memorial Shell

SKATING: 10 rinks

SWIMMING: (fresh water) - 5 pools

ZOO: Franklin Park

For further information on the city contact: Greater Boston Chamber of Commerce, 125 High Street, Boston, Mass. 02110. Bureau of Vacation Travel, Mass. Dept. of Commerce and Development, 100 Cambridge Street, Boston, Mass. 02202, or Metropolitan District Commission, 20 Somerset Street, Boston 02108.

IV HOUSING - U. S. CENSUS, 1970

A-1 Of the 232,448 housing units in Boston 217,622 were occupied and 10,580 or 4.6% were vacant and available for occupancy. Of the occupied units 27.2% were owner-occupied and 72.8% were rented. Of the Boston Metropolitan Areas' 896,273 housing units 50.4% were owner-occupied, 45.5%, tenant-occupied and 2.3% were vacant and available for occupancy.

B-1 TYPE OF STRUCTURE

	Percent of Total		
	Number	Boston	B.M.A.
1 Unit	34,047	14.6 %	43.7%
2 Units	37,310	16.1	18.4
3 & 4 Units	69,213	29.8	16.3
5 or more Units	91,658	39.4	21.4
Mobile Home or Trailer	178	.1	0.2

B-2 NEW DWELLING UNITS*

Year	Number
1960-1964	19,416
1965-1970	19,211
1971	2,357

B-3 AGE

Year Built	Units	Percent
1965-March 1970	13,339	5.7 %
1960-1964	7,800	3.4
1950-1959	13,742	5.9
1940-1949	18,134	7.8
1939 or earlier	179,391	77.2

B-4 PERSONS PER UNIT

	Percent in		
Persons	Unit	Boston	B.M.A.
1 person	63,010	29.0 %	19.9 %
2 persons	62,239	28.6	28.2
3 persons	32,887	15.1	16.5
4 persons	23,748	10.9	14.6
5 persons	15,015	6.9	9.9
6 persons	20,723	9.5	10.9
or more			
Median persons per unit	2.2		2.6

B-5 VALUE OF ONE-DWELLING-UNIT-STRUCTURE

	Percent of		
	Number	Boston	B.M.A.
Under \$10,000	2,768	9.9%	2.7 %
\$10,000-\$19,900	11,869	42.6	29.0
\$20,000-\$24,000	7,372	26.5	24.4
\$25,000 or more	5,820	21.0	43.9
Median Value	\$19,600		\$23,800

B-6 MONTHLY RENTS PLUS UTIL. & HEAT

	Percent of	
	Boston	B.M.A.
Under \$60	11.2 %	3.9%
\$60 to \$79	20.4	8.2
\$80 to \$99	20.5	10.8
\$100 to \$149	29.6	41.9
\$150 & over	18.3	35.2
Median Rent	\$98.00	\$133.00

* From building permits issued

V. ECONOMIC BASEA. HISTORIC TRENDS

Continuously, from the days of its early settlement, Boston has occupied a prominent place in the commercial and financial world. Its founders had hardly made themselves homes, when they began to glance around for various opportunities to trade. The first ventures in commerce were made by boat with the neighboring settlements of Plymouth, then as the Cape was rounded, with the Dutch at New Amsterdam (New York) the Swedes in Delaware and Jersey, and the English in Maryland. The city has capital in thriving industries throughout the United States. Her copper interests were immense. The railroad in America was a Boston idea originating in Boston and playing an important role in the area's urban development. The fishing industry of Boston has developed rapidly, the city being the most conveniently located of all our large ports to the great North Atlantic fishing banks, and the most conveniently located for economic shipping facilities. Its port is 200 miles nearer to Europe than any other major port on the Eastern seaboard. As for industries, the city has not only retained its major industries, prominent for the last hundred years, but has added greatly to their number and diversity. The business of printing and publishing is among the city's oldest industries and still thrives here. Also of importance is the manufacture of apparel, the leather industry and a multitude of others. Utilities as typified by the development of electrical power and telephone, have played a tremendous role in the city's industrial growth for the past 75 years. Boston has played a significant part in the evolution of retail distribution, the first department store in America being established here in 1851. In recent years the city has developed more and more into a regional center with consequent increases in employment in service and trade industries.

B. PRESENT ECONOMY

1. General

Today, Boston is the center of the commercial, financial, wholesale and retail trade and service activity, not only for the metropolitan area, but for all of New England. It is the major market and distribution point for raw materials and manufactured products for this highly industrialized area, the center of the fishing industry and one of the major seaports on the Atlantic Coast. It is the largest wool market in the nation. In 1974, the Massachusetts Division of Employment Security reported 16,203 firms with an average of 397,860 employees with an annual payroll of \$3,917,751,189. The service industry with 33.7% of the total number of employees reported and 39.5% of the total annual payroll, was the leading industry, as measured by both employment and payrolls. Second in importance was the wholesale retail trade.

2. Manufacturing

In 1974, 1,307 firms reported an average of 54,298 employees with an annual payroll of \$580,350,319. The five leading manufacturing groups, in order of importance, based on employment are printing and publishing, apparel, food, fabricated metal products and machinery (ex. elec.).

3. Trade

In 1974, 1,953 wholesale firms employed an average of 33,006 persons and had an annual payroll of \$406,164,572 and 3,584 retail firms employed an average of 60,244 and had an annual payroll of \$383,219,027.

V. ECONOMIC BASE (Continued)

3. TRADE (Continued)

The 1972 U.S. Census of Business reported the following Retail Trade data (based on the 1972 Standard Industrial Classification) for Boston and the Boston SMSA:

	BOSTON			SMSA (1)		
Establishments	5,363			23,318		
Sales	\$1,676,908,000			7,046,575,000		
Per Capita Sales	\$2,616			\$2,431		
Paid Employees in workweek including March 12	53,217			197,287		
Classification of Business	Estab.	Sales (Add 000)	% of Total	Estab.	Sales (Add 000)	% of Total
Building Matl., Hardware						
Farm Equipment Dealers	134	\$ 32,520	1.9	800	\$ 248,948	3.4%
General Merchandise Group	189	283,070	16.9	790	1,026,237	14.6
Food Stores	743	301,770	18.0	3,068	1,503,801	21.3
Automotive Dealers	127	171,131	10.2	1,020	1,068,561	15.2
Gasoline Service Stations	307	56,290	3.4	2,000	378,084	5.4
Apparel, Accessories Stores	504	143,891	8.6	1,841	461,385	6.5
Furniture, Home Furnishings, Equipment Stores	305	74,978	4.5	1,478	391,664	5.6
Eating & Drinking Places	1,426	235,021	14.0	4,538	672,645	9.5
Drug Stores, Proprietary Stores	229	49,954	3.0	945	201,306	2.9
Misc. Retail Stores	1,173	275,811	16.4	5,171	876,100	12.4
Nonstore Retailers	226	52,472	3.1	1,667	217,844	3.1

(1) 1973 Definition

4. Class of Worker

The 1970 U. S. Census of Population, which reported information on the basis of residence rather than place of employment, showed that there were 210,422 private wage and salary workers, 46,709 Government workers, 8,864 self-employed, and 510 unpaid family workers living in Boston.

VI. EMPLOYMENT AND PAYROLLS as reported to the DIVISION OF EMPLOYMENT SECURITY*

A. ALL INDUSTRY

Industry	No. of Firms	1974		Percent Distribution by Employees
		Annual Payroll	Avg. 1974 Employees	
1. Agriculture & Mining	46	\$ 3,632,934	479	0.1 %
2. Construction	896	266,992,478	18,732	4.7
3. Manufacturing	1,307	580,350,319	54,298	13.7
4. Trans., Comm., & Utilities	771	448,273,716	35,949	9.0
5. Wholesale & Retail Trade	5,537	789,383,599	93,250	23.4
6. Finance, Ins. & Real Estate	2,084	676,236,203	61,062	15.4
7. Service Ind.	5,562	1,152,881,940	134,090	33.7
TOTALS:	16,203	\$2,917,751,189	397,860	100.0%

B. MANUFACTURING

I.C. Group	No. of Firms	1974		Percent Distribution by Employees
		Annual Payroll	Avg. 1974 Employees	
9. Ordnance & Accessories				
10. Food & Kindred Prod.	83	\$ 90,655,809	8,107	14.9 %
11. Tobacco Mfg.				
12. Textile Mill Prod.	29	6,747,048	662	1.2
13. Apparel & other Fin. Goods	277	64,307,243	8,997	16.6
14. Lumber & Wood Prod.	7	1,684,711	184	0.3
15. Furniture & Fixtures	53	10,164,364	959	1.8
16. Paper & Allied Prod.	33	15,182,713	1,313	2.4
17. Printing, Publ. & Allied	341	148,229,564	12,278	22.6
18. Chemicals & Allied	31	10,756,564	941	1.7
19. Prod. of Petroleum & Coal	4	325,539	24	0.0
20. Rubber Products	19	5,203,507	484	0.9
21. Leather & Leather Prod.	44	16,384,259	1,838	3.4
22. Stone, Clay & Glass Prod.	25	5,371,574	418	0.8
23. Primary Metal Industries	18	15,202,724	1,319	2.4
24. Fabr. Metal Products	86	82,317,693	6,384	11.8
25. Machinery (ex. electrical)	92	49,435,402	4,236	7.8
26. Electrical Machinery	41	28,951,564	2,930	5.4
27. Transportation Equipment	11	7,708,205	679	1.3
28. Prof., Scient. & Control. Inst. Photo., & Optical				
29. Goods, Watches & Clocks	39	6,256,906	773	1.4
30. Miscellaneous Mfg. Ind.	74	15,464,930	1,772	3.3

The 1974 figures are based on the revised Standard Industrial Classification Code - 1967.

VII MUNICIPAL FINANCE

A-1 Assessed value is estimated to be 69% of full market value. As of April 30, 1975 net debt was 16.1% of the equalized valuation. A breakdown of the debt shows that 33.2% was for schools, 17.0% urban renewal, 16.1% public buildings, 12.2% hospital, 10.1% public works, 8.0% general and 3.4% for parking facilities. The largest category in the general debt is rapidtransit which is 3.9% of the total debt.

TAX RATE

<u>Year</u>	<u>Amount</u>
1975**	\$196.70
1973	\$196.70
1972	\$196.70

ASSESSED VALUATION

<u>Year</u>	<u>Amount</u>	<u>Per Capita*</u>
1975**	\$1,784,200,000	\$2,783
1973	\$1,742,200,000	\$2,718
1972	\$1,715,700,000	\$2,676

TAX LEVY

<u>Year</u>	<u>Amount</u>	<u>Per Capita*</u>
1975**	\$350,952,140	\$547
1973	\$342,690,740	\$535
1972	\$337,478,190	\$526

TOTAL NET DEBT Jan. 1

<u>Year</u>	<u>Amount</u>	<u>Per Capita*</u>
1975	\$419,551,500	\$654
1974	\$364,945,395	\$569
1973	\$325,582,100	\$508

* The per capita figures are based on the 1970 U.S. Census of Population.
 ** Fiscal year.

Debt: 1975- April 30 1974- June 30, 1973 - January 1

VIII EDUCATION

Trade and Vocational Schools

PRIVATE: Art Institute of Boston Bay State Academy, Butera School of Art, Cambridge School of Plumbing Layout and Design, Coyne Electrical & Technical School, Don Bosco Technical High School, Miss Farmer's School of Cookery, Inc., Massachusetts Radio School, Modern School of Fashion Design Inc., Neponset Circle Welding School, New England School of Art, New England School of Mechanical Denistry, North Bennett Street Industrial School, Northeast Broadcasting School, Northeast Institute of Industrial Technology, Paul School of Marine Engineering, Peterson's School of Steam Engineering, Radio Electronic Television Schools, Inc., School of Medical Photography, and the Vespar George School of Art.

PUBLIC: Boston High School Ceta Skill Centers Educational Resoure Centers Occupatoual Resoure Centers Doston Technical High School, Boston Trade High School, Brighton High School, Charlestown High School, Dorchester High School, East Boston High School, Hyde School, Jamaica Plain High School, South Boston High School, Training Center.

INSTITUTIONS OF HIGHER EDUCATION

Berkelee College of Music, Boston College (in part), Boston Conservatory of Music, Boston State College, Boston University, Bryant and Stratton Junior College, Burdett School, Catherine La Boure Junior College, Bunker Hill Community College, Chamberlayne Junior College, Emerson College, Emmanuel College, Fisher Junior College, Forsyth School for Dental Hygienists, Franklin Institute of Boston, Garland Junior College, Graham Junior College, Katherine Gibbs School Havard University (in part) Massachusetts College of Art, Massachusetts College of Optometry, Massachusetts College of Pharmacy, New England Institute of Anatomy, Sanitary Science, Embalming and Funeral Directing, New England School of Law, Newbury Junior College, Northeastern University, Roxbury Community College, Simmons College, Suffolk University, Tifts University (in part), University of Massachusetts (Boston Branch), Wentworth College of Technology, Wentworth Institute and Wheelock College.

SCHOOL ATTENDING CHILDREN TO GRADE 12 (1973-1974)

Attending Public Schools 95,112
Attending Private Schools 27,875

Total 122,987

TEACHERS IN LOCAL PUBLIC SCHOOLS-(Sept. 1,1974)	4520
PUPIL - TEACHER RATIO (1973-1974)	20.7
TEACHERS SALARIES (Bach. - Mast.) - Sept. 1974	(min)\$8,924 (max)\$17,048
COMPREHENSIVE CURRENT OPERATING COST PER PUPIL IN NET AVERAGE MEMBERSHIP (1972 - 1973)	\$1221.76

IX TRANSPORTATION (Continued)

C. HIGHWAYS (Cont.)

Another important link for the principal highways in Boston is the Central Artery making the downtown area of Boston easily accessible from all parts of the metropolitan area. The Southeast Expressway which extends to the South Shore Area from the southern end of the Central Artery provides easy and rapid access and egress from the city in that direction. A proposed inner belt highway (Interstate Route 695), will provide a by-pass around the downtown area of the city.

D. BUS

Almeida Bus Line, Inc., Boston-Worcester Corp., Brush Hill Transportation Co., Canton and Blue Hill Bus Line, Inc., Englander Coach Lines, Inc., Greyhound Lines, Inc., Hudson Bus Lines, Inc., Mass. Bay Transportation Authority, Michaud Bus Lines, Inc., Middlesex and Boston Street Railway Co., Needham Transit Co., Peter Pan Bus Lines, Inc., Plymouth and Brockton Street Railway Co., Rapid Transit, Inc., Transit Bus Lines, Inc., and Vermont Transit, Inc., Saugus Transit, Inc., The Short Line, Inc., Trailways of New England, Inc., are franchised by the state to serve the city.

E. OTHER

Boston has one of the best natural harbors in the world and it is the oldest major port in the United States. The harbor is less than seven miles, via a 40-foot channel, from the open ocean to the center of the waterfront cargo handling terminals. The Massachusetts Port Authority has constructed a container handling water-front shipping terminal on 41 acres in the Charlestown section of Boston with rail facilities. Other recent expenditures by the Massachusetts Port Authority have provided modern dock facilities and extensive new pier developments. Further information on port facilities may be obtained from the Massachusetts Port Authority, 470 Atlantic Avenue, Boston, Mass. 02110.

The Logan International Airport "Hub of the Air Universe" provides national and International air carrier service. It is the closet American Gateway to Europe and boasts one of the longest and safest runways in the nation. Direct service to over 230 cities in the United States and foreign countries, is available from the airport. Further information on airport facilities may be obtained from the Massachusetts Port Authority, 470 Atlantic Avenue, Boston, Mass. 02110.

Boston is the commercial and distribution center of New England with trucking connections to all parts of the United States and Canada.

IX TRANSPORTATION

A. GENERAL

Boston is New England's leading port, a regional rail, bus and truck terminal center, and an important air transport center. The need of improvement of the public roads and highways within the city and outlying major areas is realized and many major developments have been started to meet this rising demand of automobile, bus and truck transportation.

B. RAIL

Boston is the terminus of two trunk line railroads, namely the Boston and Maine, and the Penn Central Railroads. The Boston and Maine Railroad serves cities and towns north of Boston, west to Worcester.

Penn Central Railroad goes west through the central part of the State to Worcester, Springfield, Pittsfield and into Albany, New York. This railroad also provides passenger and freight service to points south and southwest of Boston entering the State of Connecticut and Rhode Island with direct lines to New York City, and there connecting with other major railroads. These two railroads also provide commuter service between Boston and surrounding municipalities and thus are an important part of the Massachusetts transportation system.

Piggy-Back service is available in Boston on the Penn Central and in Cambridge on the Boston & Maine.

C. HIGHWAYS

The city is literally a "hub" from which many highways extend to serve the city to the north, west and south. The network of numbered routes serving the city may best be understood by consulting the map accompanying this monograph.

Route No. 128, the circumferential highway around Boston, is like the rim of a wheel with highways as spokes feeding into and past this outer semicircle. The most important highway from the city is the Massachusetts Turnpike (Interstate Route 90) which crosses Route 128 in Weston and terminates in West Stockbridge with an extension to the New York Thruway.

X ECONOMIC DEVELOPMENT

A. ORGANIZATIONS

Non Residential Development Dept., Boston Redevelopment Authority, City Hall, Boston, Mass. 02201. Commerce and Manpower, City Hall, Boston, Mass. 02201. Greater Boston Chamber of Commerce, 125 High St., Boston, Mass. 02110.

B. LABOR SUPPLY

Current data on labor supply in the Boston employment area may be obtained from the Division of Employment Security, Charles F. Hurley Bldg., Staniford St., Boston, Mass. 02114.

C. AVAILABLE BUILDINGS AND SITES

For specific data contact organizations above or Bureau of Commercial and Industrial Development, Mass. Department of Commerce and Development 100 Cambridge Street, Boston, Mass. 02202. A field representative is available upon request to provide additional services.

XI PLANNINGA. PLANNING

The Boston City Planning Board was established in 1914 and in 1960 the Planning Board was dissolved and its duties and powers were transferred to the Boston Redevelopment Authority.

Through a process of planning with the people who live in the area, Washington Park, South End and Charlestown, the three largest residential neighborhood projects (500-600 acres a piece), have attempted to strengthen and revitalize the areas by rehabilitating up to 70% of the existing structures. The residential character of the areas has been expanded and enhanced with attractive new housing, financially within the reach of the residents, as well as community and recreational facilities.

The downtown projects, Government Center, Waterfront, Central Business District and South Cove, have and are in the process of eliminating substandard areas and creating viable and existing centers for city, state and federal governments, private office and commercial buildings, entertainment areas, improved street patterns, attractive pedestrian plazas and pedestrian ways, open spaces and downtown residential complexes.

The Fenway and Campus High School projects, two of the residential-institutional projects areas, will provide the framework for reasonable and orderly growth of the area's institutions, compatible with the needs of both the institutions and the communities. The plans include a 35 acre campus high school, as well as greatly needed community and recreational facilities, and further call for the rehabilitation, wherever possible, of existing housing to strengthen the residential neighborhoods.

B. ZONING

Boston got home rule in zoning beginning Dec. 31, 1964 when a new zoning code and map prepared by the Boston Zoning Commission took effect.

The new zoning code features required off-street parking, a waterfront industrial district favoring water-related industries, replacing the 155 foot downtown height limit with a sky's the limit floor area ratio control, removing miles of unused ribbon commercial zoning from major streets, the tightening of restrictions to encourage more open space around buildings in the best post-war manner, and increased adaptability to particular cases by means of the special exception power exercised by the Board of Appeal.

Subsequent to the adoption of a new zoning code in 1964, several amendments were made among which was the establishment of an Architectural Commission which approved or disapproved exterior changes to building within the designated architectural districts.

C. STREET LAYOUT

Statutes regulating the creation of new streets within the city date back as early as 1676, when the selectmen issued an order relative to laying out of streets because of the "Want of" straightness of streets. The Survey Division within the Public Works Department now has authority to control new ways.

D. BUILDING CODE

The city has a building code adopted in 1964.

XII UTILITIESA. ELECTRIC SERVICE

Electric service is supplied to the city of Boston by the Boston Edison Company. Details on rates and capacities may be obtained from the Director, Area Development Division, Boston Edison Company at 800 Boylston Street, Boston.

B. GAS SERVICE

Gas service is supplied to the City of Boston by the Boston Gas Company, except for the Hyde Park Section which is served by the Worcester Gas Light Company. Details on rates and capacities may be obtained from the Boston Gas Company, 144 McBride Street, Boston; or from the Commonwealth Gas Co., 25 Quinsigamond Avenue, Worcester, 01613.

C. WATER SERVICE

Water is supplied to the City of Boston by the Metropolitan District Commission Supply, a Division of the Government of the Commonwealth, primarily from its Quabbin Reservoir in central Massachusetts. The water is distributed by the city. An average of chemical analyses of samples taken in 1973 by the Division of Environmental Health, Massachusetts Department of Public Health showed the following results:

<u>Milligrams Per Liter</u>			
<u>Tap at 600 Washington St. - MDC</u>			
Turbidity	0.	Iron	0.7
Color	20.	Manganese	0.04
pH	6.6	Silica	5.5
Alkalinity	9.	Sulfate	6.
Hardness	14.	Chloride	12.
Calcium	4.3	Ammonia - N	0.15
Magnesium	0.8	Nitrate - N	0.13
Sodium	6.7	Copper	0.13
Potassium	0.9	Spec. Cond.	71.

